

Questions

DIVORCE ACT

AMENDMENT TO REDUCE PERIOD OF SEPARATION OF SPOUSES AS GROUND FOR PETITION

Mr. Stanley Knowles (Winnipeg North Centre): Mr. Speaker, in the absence of my hon. friend from Greenwood and at his request, may I ask leave to introduce this bill and move its first reading?

Mr. Speaker: Has the hon. member leave to introduce the bill on behalf of the hon. member for Greenwood?

Some hon. Members: Agreed.

Mr. Knowles (Winnipeg North Centre) for Mr. Brewin, moved for leave to introduce Bill C-230, to amend the Divorce Act.

Some hon. Members: Explain.

Mr. Knowles (Winnipeg North Centre): Mr. Speaker, at present the Divorce Act accepts as a ground for petitioning for divorce a submission that there has been a permanent breakdown of the marriage by reason of the fact that the spouses have lived apart for not less than three years. The purpose of this bill in the name of my hon. friend from Greenwood is to reduce that period from three years to one year as recommended by the Royal Commission on the Status of Women.

Motion agreed to, bill read the first time and ordered to be printed.

QUESTIONS ON THE ORDER PAPER

(Questions answered orally are indicated by an asterisk.)

COLLECTIVE BARGAINING IN ARMED FORCES

Question No. 782—**Mr. McCleave:**

1. Has the Public Service Alliance proposed to the government that amendments be made to the Public Service Staff Relations Act which would permit collective bargaining in the Armed Forces and, if so, with what response?
2. Has any other group appearing to speak for organized labour made such a proposal and, if so, who and with what result?

Mr. J. A. Jerome (Parliamentary Secretary to President of the Privy Council): 1. No.
2. No.

NEW TORONTO AIRPORT

Question No. 799—**Mr. Haidasz:**

Will the new airport for the Toronto and neighbouring areas contain facilities for handling (a) jumbo aircraft (b) supersonic aircraft?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): A decision has not been made as yet
[Mr. Lang.]

with regard to the site or potential role of a new airport to serve the Toronto-centred region. At this point in time, a system of airports is envisaged within which Malton would have an important on-going role. Facilities will be available within this airport system to accommodate jumbo type aircraft. These facilities would also be capable of handling supersonic aircraft if these aircraft should come into airline service.

CLASSIFICATION OF UNIFORMED CUSTOMS OFFICERS AT INTERNATIONAL PORTS OF ENTRY

Question No. 835—**Mr. Mather:**

Are uniformed Customs Officers at international ports of entry classified as clerical by Treasury Board and, if so, for what reason?

Hon. C. M. Drury (President of the Treasury Board): Yes, because the duties they perform have been identified as falling within the definition and inclusions of the clerical and regulatory group of the administrative support category. The particular inclusion in this instance covers positions in which the following is of primary importance:

"The application of regulations derived from statutes in accordance with established instructions and guidelines in order to determine eligibility for benefit or privileges, or liability for the payment of taxes or duties."

CNR—REPAINTING BOX CARS TO ILLUSTRATE CONTENTS

Question No. 847—**Mr. Mather:**

What, in dollars, was the cost in 1970 of repainting CNR box cars in line with the "new idea" to illustrate their contents?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): The Management of Canadian National Railways advises as follows: Only four freight cars were involved in this promotional experiment and the cars selected were those requiring repainting. The work was carried out in the company's Point St. Charles Shop during the regular shopping program. The cost per car was approximately \$500.

AIRCRAFT LANDING CHARGES

Question No. 848—**Mr. Reid:**

1. With reference to the answer to Question Number 728, in *Hansard* at page 2800, January 26, 1970, has the Department of Transport increased its charges for aircraft landing at DOT airports in Canada within the past three years and, if so, on what date and by how much, each time, in the form of terminal charges based on the number of seats in an aircraft?
2. On aircraft of the following type, DC-9, DC-8 and Boeing 737, what has been the effective increase in landing fees as a result of this new terminal charge in both percentages and in revenue for each type?
3. Does this new landing fee apply (a) to the number of passengers carried (b) to the number of seats in the aircraft (c) to the weight of the aircraft?
4. What has been the increase in revenue from this increased landing fee at Ottawa Airport, Winnipeg Airport and Vancouver Airport?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): 1 and 3. The general terminal charge